STRIKE WRECKS A UNION.

Pennsylvania Goes to Pieces.

Sixty Pardons as Christmas Gifts.

Austin, Tex., Dec. 21.-Gov. Sayres

to-day issued pardons for fifty-eight State

convicts confined in the penitentiary, and for two convicts confined in the State Re-

formatory. These pardons are in the

nature of Christmas presents and the ones released will be able to reach their respective homes, those who have homes, in time for a Christmas meeting with their families. Some of those pardoned were long term

Cashler Burke Profits by Resentence

Joseph Burke, the defaulting cashier of the Queens Borough Water Depart-

ment who was sent to the Kings County

Penitentiary a few weeks ago for three years and two months, was resentenced

yesterday, because the penitentiary could not receive him for so long a term. His sentence is one year minimum, three years and two months maximum in Sing Sing.

MARRIED.

HALL-THOMSON .- On Saturday, Dec. 21, 1901, at St. Paul's Church, Ossining, N. Y., by the Rev. Charles Martin Niles, D. D., Samuel Prescott Hall of New York to Sarah K. Thomson, daugh-

ter of Mr. and Mrs. George Huntington Thon

READER-RAWLS .- On Saturday, Nov. 9, 1901, Athole Burnett Reader of London, England, to Miss Eleanor Rawls of New York.

DIED.

BAYLES.—At Orange, N. J., at his residence, 404
Main st., on Friday, Dec. 20, 1901, George
Bayles, M. D.
Funeral services will be held at Grace Church,

GAGE.—On Priday, Dec. 20, 1901, suddenly, Lillian A., daughter of William T. and Nora Gage. Funeral services at her late residence, 300 West

GILDEMEESTER.—On Friday, Dec. 20, 1901, at the residence of her mother, 2870 7th av., Clara Gildemeester.

Puneral service and interment private, on Sun-

HAWLEY .- At Stamford, Conn., on Thursday. Dec. 19. 1901. Emmeline Smith, daughter of the late Charles Hawley. Puneral services will be held at St. Luke's Church.

on Monday, Dec. 23, 1901, at 2 o'clock.

LEE .- On Friday, Dec. 20, 1901, Mary Amelia Lee,

MOORE.—On Saturday morning, Dec. 21, 1901, Anne Jane, beloved wife of Hobert Moore. Puneral services at her late residence, 108 Powers

100 West 82d st., on Monday evening, Dec. 28, 1901, at 8:30 o'clock. Interment private.

st. Brooklyn, on Monday evening, Lec 28, 1901, at a o'clock. Interment Greenwood Cemetery,

Orange, N. J., on Monday, Dec. 28, 1901, on the arrival of the train leaving Christopher 81, ferry at 10:10 A. M.

45th st., Sunday afternoon, Dec. 22, 1901, at 6 o'clock. Interment at Albany, N. Y., at convenience of the family.

#### ABOUT NEW YORK'S FERRIES.

THEY HAVE A LONG HISTORY, AND ARE HERE TO STAY.

Neither Bridges Not Tunnels Can Wipe Them Out, Says an Expert-Bosts With War Records—Few Accidents
—Around Manhattan by Ferryboat.

It might be thought that with the advent of all the new bridges and tunnels which have been planned to connect Manhattan with the other boroughs of the city and the New Jersey shore the day of the ferrypost was almost at an end. That is not the notion of the people who run the ferries. "What effect will the building of the new bridges and tunnels have on the ferry traffic?" a reporter asked the Treasurer

of one of the ferry companies. "No effect in the long run," was the answer. "At first we shall have fewer passengers, of course. That is to be ex-But before long we shall have hem all back and some more, too.

When the Brooklyn Bridge was opened some people said: 'Well, this is the end of the Brooklyn ferries. Who would think of using an old ferryboat when the Bridge is so easily reached and crossed?'

And what happened? Why, it was only a short time before we had more passengers than ever. It is my experience that when a district gets a new avenue of approach it begins to grow by jumps and traffic grows so fast that the companies are actually unable to keep up

"There was the Third avenue surface road. Everybody said the elevated road would take all its passengers. It did take a lot of them for a while, but soon there were enough for both, and more than

were enough for both, and more than enough.

"People have come back to the ferries in swarms lately because they dislike crossing the Bridge in the jams of the rush hour. That's one feature of the business. Another is the way the truckmen look at it.

"They can cross the old Bridge with some ease without working their horses much, but they are not going to climb up long hills to get on the new bridges when they can more easily drive their wagons on our boats and give their horses a rest while they are crossing the river.

"No, the ferries are here to stay. When the new bridges are opened we shall suffer, perhaps, for a time, but we'll all have enough to do after that."

The first ferry in New York was one which

perhaps, for a time, but we'll all have enough to do after that."

The first ferry in New York was one which ran over somewhat the same route as the present Fulton ferry. The boat which did the work is described as a square-ended scow, rigged with mast and sails.

There was a substantial ferryhouse on the Manhattan side of the river. The fare for a horse was one shilling and five for a wagon. Only a sucking child went free. This ferry was running as early as 1735.

Up to 1812 conditions didn't improve much, although the ferryboats were rigged by that time with paddle wheels and horses were used to furnish the motive power, the wheels being turned by the horses waiking around a shaft on the boat. The fare was four cents then for each person.

Fulton went to work about this time on two steam ferryboats and finished them in 1812. His boats were of the catamaran type and were able to move in either di-

type and were able to move in either direction as the modern double-enders do.

It is also said that Fulton invented the to also said that runton invented the floating ferry bridge and the humpers by which boats could reach it without heavy shock. Fulton, in October, 1812, wrote this about two boats which he was building,

"The boats which I am now constructing "The boats which I am now constructing will have some important improvements, particularly in the way of the engines to overcome strong ebb tides; from which again other improvements will be made as in all new inventions. The present boat crosses the river—which is a mile and a half broad—when it is calm, in fifteen minutes. The average time is twenty minutes. She has had in her at one time horses and 100 passengers, and could have taken 300 persons more.

When Fulton started his steam ferryboats there were several lines running from New York to the Brooklyn shore. In 1805 Richard M. Woodhall, a merchant of this city, started a horse ferry from Corlears city, started a horse ferry from Corlears.

Richard M. Woodhall, a merchant of this city, started a horse ferry from Corleans Hook, near the foot of the present Grand street, to a point near what is now North Second street, Williamsburg, Williams-

Now New York has at least thirty-five regular ferry lines. In this number there are not included the ferries to Harts, Black-wells, Ellis, Redlows and Randall's islands, To travel a day on the ferryboats is practically an all-water route around Man-hattan, which can be followed in ferry-

The start is made in a boat which isn't The start is made in a boat which isn't classed actually as a ferryboat, but which is one to all intents and purposes. It is the steamboat Mount Morris, which plies every day between the foot of East 133d street and Fulton street, East River, and is used a great deal by the Fulton Market records.

people.

The boat makes only one down trip a day, so the sighteer has to be on hand at the foot of East 183d street at the leaving time, 1:30 P. M. The boat will land him in the course of an hour or so at the foot of Fulton street, Manhattan.

Then be must get on one of the Fulton ferryboats and go to Fulton street, Brocklyn. Thence the Penneylvania Railroad runs an annex boat to the Pennsylvania Station at the foot of Montgomery street.

You have to turn landlubber for a few inutes then and walk to the foot of Bay of West Thirteenth street, this borough, and another boat will take you from that

a minimar of source for planets like the large particle of the magnific discipling the experiment of the magnific discipling the property of the magnification of the magnific

and construction of the boats on the main lines have been compiled recently. The figures comprise eighty-four vessels which make up the greater part of the boats on the main lines.

Of the eighty-four boats thirty-six are of wood, thirty-three of iron and fifteen of steel, and of the whole number, seventy-three are sidewheelers and eleven are equipped with a screw at each end.

All are by no means young chickens. The Northfield which was put out of business entirely in a collision last summer was built in Civil War times and apparently was old enough to be retired anyway. She is now over in South Brooklyn, a hulk.

The Westfield and Middletown also of the Staten Island line were built before Lee's surrender ended the war. Over on the East River there 's still running the old West Side, which was built in 1832.

Other old boats are the Baltic, built in 1863; the Central of the Central Railroad of New Jersey's line, built in 1863; the clinton of the Fulton ferry which was built in 1802, and was impressed by the Government for use as a gunboat in the Civil War; the Hamilton, which was turned off the ways in 1862; the Pavonia, which was built in 1861; the Somerset, of the vintage of '62, and the old College Point of the College Point line which came to grief only the other day on a reef north of North Brother Island.

Grand old names some of the ferryboats

other day on a reef north of North Brother Island.

Grand old names some of the ferryboats have. The States are well represented by such names as New York, Colorado, Kakota, Florida, Montana, New Jersey, Nevada. Ohio, Oregon, Texas, Idaho, Kentucky and Vermont.

George Washington has a namesake running on the Fort Lee line. Two survivals of the Dutch are the Haarlem and Rouwery Bay of the Astoria line. The Grand street line has an America running to Williamsburg every day. The name of Farragut is carried by one of the East River boats. A score of boats are named for cities.

A number of New York ferryboats made themselves famous by their Civil Warrecord, and at least two of these are still running on New York's rivers, after nearly forty years of service. They are the Hamilton and the Union.

In 1862, when the Government was looking for boats as well as men to fight the Confederates.

the complicated conditions existing be-tween employers and workmen in the build-ing trades in the city of New York and atms to substitute for cid antagonisms and crude methods of attack and repulse, a system of arbitration through a percanent central of West Thirteenth street, this borough, and another boat will take you from that point to Fort Lee.

From Fort Lee to West 180th street is the last stage of the journey, and meanwhite wou have seen the Brooklyn Navy Yard, the Brooklyn bridger, new and old, the listtery and the adjacent sights, the big densey railroad terminals, Grant's Tomb, fliverside Drive, the big buildings and bundreds of other things.

The whole trip should be made so that the voyager can out his dinner at glemost any Broadway restaurant by 7 F. M. The coal is 45 cents.

Since Fullor's day there have been lots of developments in ferryboat building, all-thered for the construency, engal-yers and employees. Since Fultor's day there have been lots of developments in ferry-hast building atthough the improvements have not been made with the same engeriness as or other passenger corrying relative such as the the rained or attended to seems examined by The old sender least are, however, being gradually displaced by beaute of stant or standard to remain the independent of the property of the sender of the resolution of the resoluti

MARVELLOUS TRANSFORMA-TION IN THIRTY-FIVE YEARS.

From Two Very Ordinary Cities With 100,000 Inhabitants It Has come One of the Most Splendid Capitals of Europe-600,000 Population.

Prom the Chicago Record-Herald.

BUDAPEST, Nov. 19 — The people of Hungary are now enjoying the liberty for which
Koesuth fought. It has been theirs since 1866, and they have celebrated it by building combined in the development of the kingdom

and its capital.

umber of New Tork feerybeats made alves fallous by the authorities has been brought about by the alves fallous by of these are still and on New Tork's free, after nosity years of services. They are still and on New Tork's free, after nosity years of services. They are still allow the company of the property of the pr scientific principles.

The independence of Hungary invigorated

RELIABLE (LEIPZIG DVED) PERSIAN LAMB. A large section of the Collamore, while high to place, from the to be per set

DISCUSSION OF STREET POR SUSSIONS 42d St., Bet. Broadway and 6th Ave.

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## THE BUDAPEST OF THE PRESENT

mented with statues and monuments be Hungarian statesmen, poets, soldiers and others of distinction.

The banks of the Danube are walled up with stone, with two terraces, the lower one furnishing landing plers for freight and paraengers from the thousands of stammers that ply the river. The upper terrace is utilized as a promenade, which is sought by the people of the city every evening and during their lesure hours. Cafes, musical gardens and co ey little groves afford a rendezvous for social parties, and during the summer season half the population may be found upon this esplanade. A few miles down the river is an island, which has been itted up as a pleasure ground, and is sought by the common people. There are wide parks in different directions and the facilities for amuse ment are as ample as they are in Paris.

The street car system of Budapest is considered the best in the world, and has been initiated by several American cities, including Washinston. The underground rail way is also a model, and is frequently inspected by delegations of engineers from different parts of the world. It is four miles long, running from the centre of business to the auburbs, where it connects with aurface steam railways. The stations are built of porcelain tiles inside and out, and are very ornamental and artistic. The care hold forty-two people: they run by the electric third rail system, and the fare is four cents, the stations being at intervals of a quarter of a mile.

The sewers, water works, electric light facilities, the telephone service and other public conveniences are all of the most advanced and compile order, and no other city in Europe or the United States is so nearly perfect in these respects. a city of marvels, one of the most beautiful and splendid of the European capitals. It compares with Paris, Berlin and St. Petersburg, and is second only to Vienna in the stately magnificence of its public buildings and streets. The world at large knows less and streets. The world at large know leas about Budapest than about any other of the important cities of Europe, although it could find there more to admire. Budapest is so recent and so modern that people do not realize that it has developed as rapidly as Chicago and Minneapolia. It is 200 years since the Turks were driven out of Hungary. after centuries of occupation, but only since 1866 have national pride and progress been

Thirty years ago Budapest was a primitive and forlorn settlement of not more than 100,000 people, living in tenements that were built in the eighteenth century. Now its people number nearly 600,000, and the town has undergone a physical and architectural transformation that has never occurred else-where. It has developed into a splendidly appointed and symmetrical modern metropolis, and its construction has been kept so well in hand by the authorities that every feature is harmonious and every public improvement has been brought about by the application of the highest degree of artistic taste and

at convenience of family.

OLENDORF.—At Mount Vernon, N. Y., on Saturday, Dec. 21, 1901, Anna Nancy, widow of John Olendorf, in the s2d year of her age. Funeral services will be held at her late rest.

SOUTHMAYD - At Elizabeta, N. J., on Friday, Jee. 20, 1901. Elien Wilson, wife of John A. Southmayd. Funeral from Christ Church, Elizabeth, N. J., on Monday, Dec. 28, 1901. at 11 o'clock. STODDARD -On Friday Dec 20, 1801, Lucy E., wife of John H. Staddard and daughter of the 22 Pierrepont at Brooklyn, at 5 P M Sunday free 22 1261 Interment private WIENERS At College Point, N. Y., on Friday, thec. 20, 1201, Jacob F. Wieners, in the 57th year of life age. Foreral nervices at his late residence. College

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# "A Welcome Gift"

The Stationary Firemen's Association of In a piece of quaint furniture, is hrice acceptable for its use, beauty PITTSTON, Pa., Dec. 21.-The failure of and ornament. A wide range of the strike of the Pennsylvania Stationary Firemen's Association last summer has choice is shown in Desks, Cabiresulted in the association virtually going nets, Chairs, Tables, etc., in varito pieces. The State convention was to ous conceptions. have been held here to-day, but only six have been held here to-day, but only six of the expected 125 delegates were on hand. Disgusted with the state of affairs, those delegates turned the association's charter to the wall, scribbled the words "No Good" on the back of it and left for their homes. The membership, which was composed mostly of firemen in the anthracite coal fields, will doubtless be transferred to the United Mine Workers.

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WAISTS AS HIDING PLACES. Young Woman Carries a Squirrel About

for women, so much in vogue at present, was witnessed on an elevated train one day last week.

A young woman carried a flying squirrel in its folds. She evidently has the squirrel with her constantly. This little animal is very tame and on the care came from his hiding place and frisked about the head, shoulders and lap of his owner.

The blouse-waist has not figured much yet in card tricks at eachre parties, but yet in card tricks at euchre parties, but a recent gathering in a nearby New Jersey town if hid a punch that gave the owner more games than were won. After she had gathered in the first prize the fraud was discovered and the woman deharred from further participation in such contests.

#### MARINE INTELLIGENCE.

MINIATURE ALMANAO TRIS DAT. William A. O'Neill, rector of St Ann's Church. Sole in mass of requiem on Mouday, Dec. 23, 1901, at 10 A. M. Divine office at v.30 A. M. RIGH WATER -THIS DAY Sandy Hook 4 17 | Gov I'd . 4 49 | Hell Gate 6 41

Arrived SATURDAY, Dec. 21. Puersi Biamarck, Genoa, Dec. 8. Philadelphia, Southampton, Dec. 14. Philadelphia, Hamburg, Dec. 8. Toronto, Hull, Dec. 8.

ARRIVED OUT Se Lucenia, from New York, at Liverpool Se Aller, Iron New York, at Genose, he Lucer Wilnelm der Grosse, from New York Priciand, from New York, at Antwerp.

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